

1. INTERNATIONAL ACTIVITIES

A. International Maritime Organization (IMO), London Convention (LC)

The 23rd Consultative Meeting of the Contracting Parties to the Convention on the Prevention of Marine Pollution by Dumping of Wastes and Other Matter (London Convention [LC]) was held at IMO Headquarters in London from October 22-26, 2001. Representatives of 36 LC contracting party nations attended the LC 23 meeting, as did representatives from Hong Kong China, 7 states not party to the LC, the International Atomic Energy Agency (IAEA), the Basel Convention, the Intergovernmental Oceanographic Commission (IOC), and the Environmental Crime Prevention Program (ECPP), and observers from 6 non-governmental organizations. The United States was represented by the Department of State, Environmental Protection Agency, Army Corps of Engineers, Department of Energy, and Department of Defense.

LC 23 agenda items included the following: (1) status of the LC and the LC Protocol; (2) compliance issues; (3) administrative and financial arrangements for the LC and the LC Protocol; (4) consideration of the report of the LC Scientific Group; (5) interpretation of the term “industrial waste” and the development of guidelines for methods of disposal of dredged material; (6) matters relating to the management of radioactive wastes; (7) technical cooperation and assistance under the LC; (8) outreach to prospective new contracting parties; (9) monitoring for the purposes of the LC; (10) preparations for the September 2002 World Summit on Sustainable Development in Johannesburg; and (11) relations with other organizations in the field of marine environmental protection.

Significant actions taken at LC 23 include the following:

1. The IMO secretariat reported that to date 78 governments have ratified or acceded to the LC and 15 governments have ratified or acceded to the LC Protocol. Delegations from the United States, Belgium, Brazil, China, Egypt, France, Japan, Netherlands, Republic of Korea, and Singapore all indicated interest towards ratification of the LC Protocol.
2. Regarding compliance issues, the meeting: (a) adopted the paper regarding guidance on the national implementation of the LC Protocol, noting that it is for guidance only and underlining its non-binding approach; (b) accepted, as a work in progress, the report of the working group concerning a reporting format and procedures for vessels and aircraft observed dumping in contravention of the LC and its Protocol, and asked all parties to provide comments to the United States; and (c) considered the status of compliance with LC reporting requirements and an update on the submission by parties of annual dumping permit reports in 1998 and 1999.
3. Concerning administrative and financial arrangements, the meeting: (a) gave thorough consideration of a proposal from the IMO Council for a joint IMO/LC working group to consider incorporation of the LC into the IMO; (b) considered revised rules of procedure that could be adopted for meetings under the LC and for meetings under the LC Protocol, once it

enters into force; and (c) adopted an LC work program for the years 2002-2005, and agreed that it should be reviewed on a regular basis.

4. The chair of the Scientific Group (SG) reported on the SG's activities at its 24th meeting, such as: (a) completion of the reformatting of the waste-specific guidelines which were adopted at LC 22; (b) commencing development of sampling guidelines for dredged material characterization and of generic guidelines on the selection of physical, chemical, and biological variables for the assessment of dredged material; (c) progress in the production of the waste assessment guidance training set, with 7 of the 11 anticipated modules completed; (d) progress in the development of a strategy for the LC technical cooperation and assistance program; and (e) discussion of the technical aspects of the interpretation of "industrial waste," the sinking of the chemical tanker *Ievoli Sun*, and technical monitoring of dumping actions and dump sites.
5. At LC 22, there had been consideration regarding the development of guidance on "placement of matter for a purpose other than the mere disposal thereof," which is excluded from the definition of dumping under the LC. LC 23 agreed that materials used for placement should be assessed in accordance with existing waste assessment guidance procedures, and parties were invited to present information on technical aspects of placement to the SG. Also, there was further discussion of the sinking of the *Ievoli Sun* and the position of wrecks under the LC. The United States provided information on the placement of disused New York City interborough rapid transit subway cars off of the coast of Delaware to form an artificial reef.
6. With regard to the management of radioactive wastes, the meeting addressed three substantive issues: (a) the status of the initiative to upgrade the low-level liquid radioactive waste processing facilities in the Russian Federation with financial and technical support from the United States, Norway, and Japan; (b) an update by the IAEA concerning their progress in developing guidance on radiological assessment procedures to determine, for purposes of protecting human health, if materials for disposal at sea are within the scope of the LC; and (c) the IAEA's September 2001 report on the inventory of accidents and losses at sea involving radioactive materials.
7. Concerning technical cooperation and assistance, the meeting: (a) agreed that the completion of the waste assessment guidance training set was a key priority; (b) recognized the usefulness of the LC Web Site; (c) welcomed the May 2002 marine pollution prevention and environmental management workshop being held in Jamaica; and (d) adopted a long-term strategy for technical cooperation and assistance.
8. The meeting noted that present outreach activities to prospective new contracting parties are closely linked to compliance activities aimed at existing contracting parties and with technical cooperation activities. It was noted that SG meetings held in conjunction with regional workshops on LC-related issues have increased the interest of participating nations in the work and goals of the LC. Recent workshops were held in Brazil in 1996, South Africa in 1998, and Australia in 2000. The Workshop on Marine Pollution Prevention and Environmental Management in Ports in the Wider Caribbean Region will be held in May

2002 in Jamaica, and the SG will meet immediately afterwards. Many delegations, including the United States, committed to financial or in-kind support for the Jamaica workshop. The meeting encouraged the development of a brochure on the aims and purposes of the LC for distribution to potential contracting parties.

9. The United States noted that monitoring the condition of the ocean and the relationships to disposal activities is important to ensure that the goals of the LC are being met. Monitoring is a way to assess and comment on trends in the health of the ocean with respect to dumping. This is also a major compliance concern because few parties have reported on monitoring efforts. The United States suggested that monitoring data be maintained electronically to facilitate long-term assessments and analysis of spatial changes over time using geographic information system technology, where available. The United States maintains several web sites where such information is available. The U.S. delegation offered to report on these information sources at the next meeting of the SG.

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B. International Maritime Organization (IMO), Facilitation Committee (FAL)

The 29th session of the Facilitation Committee (FAL 29) was held at IMO Headquarters in London from January 7-11, 2002. The session was attended by delegations from 51 member governments, 1 associate member government, 2 United Nations specialized agencies, 1 intergovernmental organization, and 19 non-governmental organizations. The United States was represented by the Coast Guard with assistance from the Immigration and Naturalization Service and the American Association of Port Authorities.

FAL 29 agenda items included the following: (1) status of the Convention on Facilitation of International Maritime Traffic (FAL Convention); (2) consideration and adoption of amendments to the Annex to the FAL Convention; (3) electronic data interchange (EDI) messages for the clearance of ships; (4) general review of the FAL Convention including harmonization with other international instruments; (5) formalities connected with the arrival, stay, and departure of ships; (6) formalities connected with the arrival, stay, and departure of persons (stowaways); (7) facilitation aspects of other IMO forms and certificates; and (8) ship/port interface.

Significant actions taken at FAL 29 include the following:

1. The Committee adopted amendments to the FAL Convention. The amendments add a new section related to stowaways and also additional requirements concerning FAL Form 7 (Dangerous Goods Manifest). The amendments are scheduled to enter into force on May 1, 2003.
2. With regard to the prevention and suppression of acts of terrorism against ships, the Committee tasked the ship/port interface (SPI) working group to: (a) review Maritime Safety

Committee (MSC) circular 443 on measures to prevent unlawful acts against passengers and crews on board ships and MSC circular 754 on passenger ferry security, and identify areas where there is a need to update/expand them; (b) identify any gaps in existing IMO instruments and if there is a need to develop new instruments; and (c) prepare a list of subjects for further consideration. The Committee, recognizing that the report of the SPI working group on this urgent matter reflected the initial consideration given to maritime security issues from a port perspective, decided to pass the input on to the intersessional working group for MSC 75.

3. The Committee tasked a working group conducting a general review of the FAL Convention to consider the concerns expressed in Assembly resolution A.920(22) regarding safety measures and procedures for the treatment of persons rescued at sea. The working group considered a report provided by the United Nations High Commissioner for Refugees in its deliberations. It was determined that a possible way to address these issues within the framework of relevant IMO instruments could be to develop provisions to ensure: (a) disembarkation in the next port of call or the nearest port; (b) a decision on the acceptance/admissibility to national law and international convention; or (c) the return to the country of origin or reception in a third country. The Committee instructed the IMO secretariat to inform the MSC and the Legal Committee (LEG) of the outcome.
4. The Committee tasked the SPI working group to examine several non-urgent matters, including: (a) availability of adequate tug assistance; (b) development of a manual on loading and unloading of solid bulk cargoes for terminal representatives; and (c) development of guidelines for the training of port marine personnel. A supplemental SPI working group report was drafted for FAL 30.
5. The FAL tasked a working group to address EDI matters. The working group considered the issue of getting IMO member governments to accept the possibilities of EDI messages for the clearance of ships. The working group was of the opinion that enforcement of electronic business was hampered by a number of factors. The working group: (a) noted, with respect to the identification of available technologies, the offer by Poland to demonstrate the possibilities of web-based documents at FAL 30; (b) decided, with regard to the pressing need for a “single window concept for pre-arrival information” for ships, to study this concept intersessionally and report to FAL 30; (c) decided, with regard to facilitating clearance of the ship and its cargo, passengers, and crew by using information technology solutions (e.g., electronic signature), to study this concept intersessionally and report to FAL 30; and (d) recommended that the title of the agenda item “EDI messages for the clearance of ships” should be replaced by “E-business possibilities for the facilitation of maritime traffic.”

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C. International Maritime Organization (IMO), Subcommittee on Standards of Training and Watchkeeping (STW)

The 33rd session of the Subcommittee on Standards of Training and Watchkeeping (STW 33) was held at IMO Headquarters in London from January 21-25, 2002. The session was attended by delegations from 69 member nations, 1 associate member, 1 United Nations agency, and 25 intergovernmental and non-governmental organizations. The United States was represented by the Coast Guard with assistance from the Maritime Administration and a large number of private sector advisers.

STW 33 agenda items included the following: (1) validation of model training courses; (2) training and certification of maritime pilots and revision of resolution A.485(XII); (3) follow-up action to the 1995 STCW Conference; (4) unlawful practices associated with certificates of competency; (5) casualty analysis; (6) development of guidelines for ships operating in Arctic ice-covered waters; (7) large passenger ships; (8) training of crews in launching/recovering operations of fast rescue boats and means of rescue in adverse weather conditions; and (9) maritime security issues.

Significant actions taken at STW 33 include the following:

1. With regard to the training and certification of maritime pilots (revision of IMO resolution A.485(XII)), the STW reviewed the resolution and its annexes, with the assistance of a working group. Widespread support was received on the final version of the revised resolution. This action by the STW completed work on this issue.
2. The STW received information that many mariners did not currently hold the appropriate certificates or endorsements under the 1995 amendments to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW Convention). It was believed that this situation might result in a large number of vessels being detained following the February 1, 2002, deadline for complying with the amendments. The Subcommittee, therefore, developed an STCW circular providing advice to port state control officers and recognized organizations concerning enforcement of STCW implementation.
3. The STW recognized that port state control officers have been requiring information not required to be included on the STCW certificates. In response to this situation, the Subcommittee developed a draft Maritime Safety Committee (MSC) circular clarifying the evidence required by chapter VI of the STCW Code.
4. The Subcommittee received the final report on a research project to identify the extent of unlawful practices associated with certificates of competency. Additionally, the STW received information regarding the establishment of an IMO web site to facilitate exchanges of information between the parties to the STCW Convention. A working group was established that developed recommendations on preventive, enforcement, and information exchange measures to be considered in response to unlawful practices associated with certificates of competency issued to comply with the STCW Convention.

5. Concerning the development of guidelines for ships operating in Arctic ice-covered waters, the STW received a draft circular from the Subcommittee on Ship Design and Equipment (DE), with a request to review certain sections that may fall within the purview of the STW. The Subcommittee reviewed the material and determined that it adequately covered the areas of training.
6. The United States submitted a paper detailing a gap analysis of the international instruments regarding passenger ship safety as they involve: (a) communication and language issues; (b) training issues, including additional fire-fighting training; and (c) fatigue issues. The STW reviewed this information and forwarded it on to the DE. In light of the recently developed international instruments, the STW decided to defer any action until more experience is gained from the use of these documents.
7. The Subcommittee validated three revised model courses (ship simulator and bridge teamwork, cargo and ballast handling simulator, and engine room simulator). The IMO secretariat was invited to publish the courses as soon as practicable.
8. The STW was invited to discuss maritime security issues as they affect the training and certification of merchant mariners, particularly in view of the IMO intersessional meeting on the subject of maritime security. The most common concern expressed related to personal privacy issues of merchant mariners. The Subcommittee recommended that experts from its membership attend the intersessional meeting to advise as appropriate.

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D. International Maritime Organization (IMO), Subcommittee on Fire Protection (FP)

The 46th session of the Subcommittee on Fire Protection (FP 46) was held at IMO Headquarters in London from February 4-8, 2002. The meeting was attended by representatives from 46 member nations, 1 associate member, and 12 non-governmental organizations. The United States was represented by the Coast Guard with assistance from the Environmental Protection Agency and several private sector advisers.

FP 46 agenda items included the following: (1) recommendations on evacuation analysis for new and existing passenger ships; (2) smoke control and ventilation; (3) unified interpretations to chapter II-2 of the International Convention for the Safety of Life at Sea (SOLAS Convention) and related fire test procedures; (4) development of guidelines for ships operating in Arctic ice-covered waters; (5) analysis of fire casualty records; (6) revision of resolution A.654(16); (7) revision of resolution A.602(15); (8) revision of the Fishing Vessel Safety Code and Voluntary Guidelines; (9) large passenger ship safety; and (10) performance testing and approval standards for fire safety systems.

Significant actions taken at FP 46 include the following:

1. The FP began its work on large passenger ship safety, a major project throughout the IMO Maritime Safety Committee (MSC) structure that was initiated by the IMO Secretary-General. The U.S. position paper presenting possible areas for improvements in large passenger ship safety was the primary paper under consideration. This paper followed through on a risk-based approach agreed by the MSC at its 74th session, on the basis of a U.S. initiative. The Subcommittee decided to form a correspondence group coordinated by Germany to advance the work before FP 47.
2. The Subcommittee completed a draft MSC circular on interim guidelines for evacuation analysis of new and existing passenger ships. This circular will provide guidance on the application of two methods for conducting evacuation analyses on passenger ships. The purpose of an evacuation analysis is to identify and eliminate areas of congestion and to ensure that escape arrangements are sufficiently flexible to provide for the possibility that escape routes may become blocked due to a casualty. For new passenger ships, evacuation analyses should be conducted in the design stage so arrangements can be changed to alleviate congestion areas. For existing passenger ships, congestion areas will be identified, and operational procedures, such as crew assistance, will be used to alleviate congestion areas.
3. The FP established a working group to discuss unified interpretations to SOLAS chapter II-2 and related issues. The Subcommittee invited the MSC to adopt three draft MSC circulars: (a) guidelines for the use and installation of fire detectors equivalent to smoke detectors; (b) interpretations to the Fire Test Procedures (FTP) Code and related fire test procedures; and (c) interpretations to revised SOLAS chapter II-2. The FP also invited the MSC to agree with and approve the proposed correction of errors to the revised SOLAS chapter II-2. It further recommended that the MSC revise the FP work program for future sessions to include possible interpretations of the new Fire Safety Systems (FSS) Code.
4. A working group reviewed fire casualty information relating to hot work (welding, flame cutting, grinding, etc.). Although no IMO instruments were found to fully cover the issues of hot work, guidelines for industrial best practices are contained in existing publications. The FP decided to develop recommendations related to reducing hot work casualties at its next session. The U.S. paper on hot work casualty data was well received and used as an example of how administrations can supplement information provided by the Subcommittee on Flag State Implementation (FSI). The MSC was invited to forward a recommendation on improving the FSI/FP interaction to the FSI.
5. The Subcommittee considered a U.S. proposal on organizing the work concerning performance testing and approval standards for fire safety systems. It decided to form a correspondence group under the coordination of the United States to make preparations for beginning work on this item at FP 47.
6. The FP prepared a draft MSC circular on smoke control and ventilation in passenger ships, based on an Italian proposal. The proposal was consistent with previous U.S. positions on the subject, covering atriums and assembly areas.

7. The FP considered the draft guidelines for ships operating in Arctic ice-covered waters. Several minor modifications were developed and passed on to the Subcommittee on Ship Design and Equipment (DE), the coordinator of the project.
8. Regarding revision of the Fishing Vessel Safety Code and Voluntary Guidelines, the Subcommittee decided that a thorough review of the fire safety provisions of these voluntary instruments was necessary. A correspondence group was formed to accomplish this review. These guidelines are intended for less developed countries without extensive national legislation or regulations on the subject.
9. The FP agreed to a revision of resolution A.654(16) on symbols for shipboard fire control plans, by reference to a new International Organization for Standardization (ISO) standard on shipboard plans for fire protection, life-saving appliances, and means of escape (ISO 17631). The Subcommittee prepared a draft MSC circular in order to circulate this information in advance of the revision to resolution A.654(16). The FP also completed a draft revision of resolution A.602(15) regarding marine fire extinguishers and invited the MSC to forward it to the IMO Assembly in 2003 for approval.

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E. International Maritime Organization (IMO), Subcommittee on Radiocommunications and Search and Rescue (COMSAR)

The sixth session of the Subcommittee on Radiocommunications and Search and Rescue (COMSAR 6) was held at IMO Headquarters in London from February 18-22, 2002. The meeting was attended by representatives from 50 national governments and 21 observer organizations. The United States was represented by the Coast Guard with assistance from the Federal Communications Commission, Department of Defense, and a number of private sector advisers.

COMSAR 6 agenda items included the following: (1) Global Maritime Distress and Safety System (GMDSS); (2) development of criteria for general communications; (3) International Telecommunication Union (ITU) maritime radiocommunication matters; (4) satellite services; (5) emergency radiocommunications (false alerts and interference); (6) matters related to search and rescue; (7) bridge-to-bridge radiocommunications; (8) places of refuge; (9) large passenger ship safety; (10) revision of the Fishing Vessel Safety Code and Voluntary Guidelines; (11) matters related to bulk carrier safety; (12) developments in maritime radiocommunication systems and technology; (13) revision of the IAMSAR Manual; (14) development of a procedure for recognition of mobile-satellite systems; (15) revision of performance standards for narrow-band direct-printing telegraph equipment for the reception of navigational and meteorological warnings and urgent information to ships (NAVTEX equipment); and (16) harmonization of

GMDSS requirements for radio installations on board International Convention for the Safety of Life at Sea (SOLAS) ships.

Among significant actions taken at COMSAR 6 are the following:

1. The Subcommittee completed positions on the 2003 ITU World Radiocommunication Conference (WRC-03) agenda and prepared a statement for the IMO observer to the ITU Plenipotentiary Conference, which will decide the status of the IMO at ITU WRCs. The COMSAR also completed a resolution defining safety components of general communications in order to ensure that those communications are recognized and protected during radio spectrum allocation discussions at the ITU.
2. With regard to revisions to Assembly resolution A.474(XII) to bring the resolution up to date, the Subcommittee completed a draft resolution and Maritime Safety Committee (MSC) circular on the proper use of VHF channels aboard ships.
3. Concerning the automatic identification system (AIS), the COMSAR prepared a liaison statement to the ITU and the International Mobile Satellite Organization (IMSO) in order to: (a) request a feasibility study of long-range AIS via Inmarsat and MF/HF digital selective calling (DSC) and (b) prepare necessary modifications to technical standards that will enable performing AIS long-range operation with GMDSS systems. (The U.S. Coast Guard Research and Development Center is heading the international effort to update these DSC standards, which now includes a homeland security component.)
4. Regarding the promulgation of maritime safety information, a complete review of the International SafetyNET Manual was concluded. It will be submitted to the 76th session of the MSC.
5. The Subcommittee adopted a standard questionnaire and data collection format for the systematic monitoring and reporting of false alerts. A correspondence group was continued to prepare guidance for collecting GMDSS statistics.
6. Representatives from 34 nations and 10 specialized agencies attended the SAR working group meeting. Several positive recommendations from the joint SAR working group sponsored by the International Civil Aviation Organization (ICAO) and the IMO were endorsed. Among other matters addressed were: (a) problems associated with discontinuance of live telex in some states; (b) reports on other SAR meetings; (c) the need for model SAR training courses; (d) SAR data providers for cooperation plans for passenger ships; (e) medical kits for ships that do not have doctors in their crews; (f) SAR Manual amendments and development of a simplified manual for recreational vessels; (g) protection of dedicated rescue centers under the Geneva Convention; (h) integrated positioning capabilities in radios; (i) treatment of migrants after initial rescue; and (j) analysis of SAR for existing and future large passenger ships.
7. Concerning piracy/terrorist alerting aboard ship, the COMSAR asked the IMO/ICAO joint working group to review radiocommunication procedures for handling covert piracy alerts.

The Subcommittee also asked the IMISO to task Inmarsat Limited with amending Inmarsat C standards, allowing covert piracy alerts to be transmitted in new terminals.

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F. International Maritime Organization (IMO), Marine Environment Protection Committee (MEPC)

The 47th session of the Marine Environment Protection Committee (MEPC 47) convened at IMO Headquarters in London from March 4-8, 2002. The meeting was attended by 77 member nations, 1 associate member, 3 United Nations agencies, 4 intergovernmental organizations, and 32 non-governmental organizations. The United States was represented by the Coast Guard with assistance from the Department of State, Environmental Protection Agency, Department of Defense, Maritime Administration, National Oceanic and Atmospheric Administration, and a number of private sector advisers.

Significant MEPC 47 agenda items included: (1) harmful aquatic organisms in ballast water; (2) prevention of air pollution from ships; (3) recycling of ships; (4) implementation of the International Convention on Oil Pollution Preparedness, Response and Cooperation (OPRC Convention) and the Protocol on Preparedness, Response and Cooperation to Pollution Incidents by Hazardous and Noxious Substances (OPRC-HNS Protocol) and relevant conference resolutions; (5) interpretation and amendments of the 1973 International Convention for the Prevention of Pollution from Ships, as modified by the Protocol of 1978, as amended, (MARPOL 73/78 or MARPOL Convention); (6) harmful effects of the use of anti-fouling paints for ships; (7) identification and protection of Special Areas and Particularly Sensitive Sea Areas; (8) inadequacy of reception facilities; (9) promotion of implementation and enforcement of MARPOL 73/78 and related Codes; (10) preparation for the Ten-Year Review Conference of the United Nations Conference on Environment and Development (RIO+10); (11) future role of formal safety assessment and human element issues; and (12) matters related to the 1973 Protocol relating to Intervention on the High Seas in Cases of Pollution by Substances other than Oil, as amended, (1973 Intervention Protocol).

Significant actions taken at MEPC 47 include the following:

1. The ballast water working group met to continue development of an international convention for the control and management of ships' ballast water and sediments with the goal to prevent, reduce, and eliminate the transfer of harmful aquatic organisms and pathogens. The group focused on the development of a ballast water performance standard, concepts associated with special requirements for certain areas (tier two), and further development of the text of the convention. The United States reserved its position on the draft text of tier two due to the complex, unresolved legal and technical issues associated with the concept as developed by the working group. To further the development of a performance standard, the United States agreed to coordinate an intersessional correspondence group to evaluate the

various proposed standards. An intersessional working group will meet prior to MEPC 48 so that the Committee will be able to decide as to whether the instrument is sufficiently developed to recommend the holding of a diplomatic conference in late 2003. In addition, the Committee approved a Maritime Safety Committee (MSC)/MEPC circular concerning design suggestions for ballast water and sediment management options in new ships.

2. The MEPC approved the final designation of the marine area around the Florida Keys as a Particularly Sensitive Sea Area (PSSA). The associated protective measures for this area have been approved by the Subcommittee on Safety of Navigation (NAV) and are to be considered for adoption by the MSC at its next meeting. The protective measures will enter into force 6 months after adoption by the MSC. The Committee also welcomed the U.S. proposal setting forth a simple, straightforward guidance document for countries developing PSSA proposals. This document will be considered for final approval as an MEPC circular at the next session. In addition, the Committee agreed to final designation of the marine area around Malpelo Island, Columbia, as a PSSA.
3. The MEPC established a working group to consider greenhouse gas (GHG) emissions from ships. Working group discussion focused generally on the four options raised in the 2000 IMO GHG study: (a) emission standards for ships; (b) environmental indexing; (c) emissions trading; and (d) voluntary measures. Key issues reviewed included a Norwegian emission standards proposal and a Panamanian proposal to develop a ship specific GHG indexing approach. An intersessional correspondence group was established, to be coordinated by Norway, to further develop an IMO GHG policy statement/strategy for consideration at MEPC 48. U.S. objectives of highlighting IMO engagement on the GHG issue and avoiding any specific ties to the Kyoto Protocol were achieved.
4. The Committee convened a working group to: (a) further identify the role of the IMO in ship recycling and (b) prepare a work plan for and begin development of guidelines to assist in addressing concerns regarding the impact of ship recycling on the environment and on worker safety and welfare. Using an industry code of practice as a starting point, the working group prepared an annotated draft outline for the guidelines. The work plan for the recycling of ships issue establishes an intersessional correspondence group coordinated by Bangladesh, and a working group at MEPC 48 to coordinate work on the guidelines. The Committee also referred several items from the annotated draft outline to several IMO subcommittees for technical advice.
5. The OPRC drafting group completed a review of the Manual on Oil Pollution, Section IV on combating oil spills, and requested the IMO secretariat to prepare the document for approval at MEPC 48 and for publication thereafter. The OPRC drafting group also reviewed a guidance document on bioremediation submitted by France.
6. The Committee was informed that on February 8, 2002, the United States deposited a declaration with the IMO signifying U.S. intent not to be bound by the amendments to regulation 13G of MARPOL Annex I (oil) until it gives explicit consent. This action was necessary because the amendments to regulation 13G, adopted in March 2001 to accelerate the phase out of single hull tankers, are inconsistent with the requirements of the Oil

Pollution Act of 1990. The amendments to regulation 13G include a Condition Assessment Scheme (CAS) to permit tankers to operate beyond their respective phase-out dates. The MEPC adopted a circular detailing the requirements for a Model Survey Plan to participate in the CAS. The Committee also prepared a draft resolution to formally amend regulation 13G to require the use of the Model Survey Plan. With regard to the U.S. proposal to amend the unified interpretation of the provisions of MARPOL Annex II (noxious liquid substances in bulk), which would permit the expedited use of tripartite agreements, the MEPC decided to send the issue to the Subcommittee on Bulk Liquids and Gases (BLG) for further consideration.

7. The Committee approved a revised text of amendments to the Annex of the 1973 Intervention Protocol. This revised text incorporates a simple reference to the criteria and instruments for information on substances covered by the Intervention Protocol. These amendments will be circulated for adoption at MEPC 48.
8. The Committee discussed the need to develop guidelines on survey and certification, as well as testing and sampling, of organotin compounds as soon as possible due to the prohibition on the application of organotin-based anti-fouling systems contained in the 2001 International Convention on the Control of Harmful Anti-fouling Systems on Ships (AFS Convention). The MEPC agreed that the Subcommittee on Flag State Implementation (FSI) should develop the necessary guidelines with priority given to the guidelines on survey and certification. It was also noted that further technical input would be needed before the FSI will possess the information necessary to develop guidelines on testing and sampling.
9. The Committee approved a draft MSC/MEPC circular concerning guidance on the use of the human element analyzing process (HEAP) and formal safety assessment (FSA) in the IMO rulemaking process. Member governments were urged to use this guidance when considering the submittal of proposals to amend IMO rules.

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